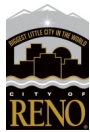




City of Reno Downtown Streetscape Design Manual

*(Supersedes *Redevelopment District No. 1 Streetscape Master Plan*)*

Draft Date 18 March 2019



Downtown Streetscape Design Manual

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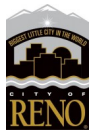
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Downtown Streetscape Design Manual

Introduction

In 1996, the City of Reno Redevelopment Agency created the Redevelopment District No 1. Streetscape Master Plan in an effort to “improve upon the image of the downtown in general” (page 1).



The Plan was subsequently re-evaluated and updated in 2007. The new Downtown Streetscape Design Manual is a minor revision that essentially reconfigures the 2007 Revision into a more succinct and user friendly document with updated construction details based on industry standards, the personal experience of City staff over the past twenty years, and the vision of community stakeholders.

The 2019 update specifically includes a more robust set of values and principals, a revised tree well design, a shift from stamped concrete to a 4' x 4' grid, the removal of the coral-colored back-of-curb strip, and a more distinct project boundary. Second, it contains a new “Special Events Infrastructure” overlay map which designates an area for the possible future installation of infrastructure and street elements designed specifically to enhance special events in the Downtown core. Third, it contains a new section entitled “Future Aspirations”, which includes concepts that members of the Technical Committee and/or Stakeholder Committee believe merit additional discussion and possible implementation at a future date.

Concept and Background

The primary purpose of the Downtown Streetscape Design Manual is to create a physical environment that is conducive to positive public activity, including both daily and special events. In an urban community the streetscape typically includes sidewalks, utility boxes, lighting fixtures, trees and shrubs, traffic signals, benches, trash receptacles, mailboxes, signs, decorative elements/art, bike lanes, and transit stops. However, unlike other sections of the community, a portion of downtown Reno is also frequently utilized for special events and so the streetscape may also include non-typical elements such as power pedestals, in-street bollards, public wi-fi hotspots, and related event infrastructure.

Values and Principles

All of the standards and regulations in this Design Manual were evaluated against the following value statements:

Principle 1.0 Development standards should be clear and easy to understand

1.1 The Downtown Streetscape Design Manual will be utilized by multiple departments within the City as well as outside agencies and private property owners, and it is important to its success that it be understood by all users and contain as little ambiguity as possible.

1.2 The Design Manual should have a simple, clear process for addressing situations where exact compliance is not possible, similar to the hardship provisions of a zoning variance.

1.3 The Design Manual should emphasize industry standard diagrams and details whenever practical.

Principle 2.0 The development standards must be implementable

2.1 The cost to construct and install the infrastructure contemplated within the Design Manual should not be so great as to discourage or otherwise negatively impact new development.

2.2 The development standards should entail common construction practices and materials.

2.3 There should be a single point person or organization administering the Design Manual.

2.4 There must be a method for holding all parties accountable for the proper installation and ongoing maintenance of the infrastructure.

Principle 3.0 There must be a balance between initial cost and long term maintenance

3.1 The initial installation and eventual replacement costs should not be so great that they discourage development.

3.2 It is important that the materials and products specified have low maintenance costs and reasonable lifespans, as defined jointly by the Downtown stakeholders.

Principle 4.0 Design standards should be unique but also consistent

4.1 The Design Manual should create a streetscape that differentiates the Downtown area from the rest of the City.

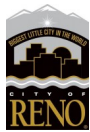
4.2 Design standards should be “timeless” and not associated with any fad or particular point in time.

4.3 A best practice for keeping streetscape maintenance costs low is uniformity and simplicity; particularly in materials and products such as lighting fixtures and bulbs, irrigation systems, trash receptacles, street furniture, and paving materials.

Principle 5.0 There must be an equitable sharing of costs

5.1 The infrastructure contemplated within the Design Manual should benefit both the adjacent property owner and the community at large.

5.2 The Design Manual should clearly state which parties are responsible for the initial construction, maintenance, and replace-



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ment of the various infrastructure elements.

Principle 6.0 Streetscape infrastructure should benefit as many people as possible

6.1 The Design Manual should contain standards that meet or exceed current accessibility requirements, and that embrace the concept of “Universal Design”.

6.2 Design standards should benefit the adjacent property owner while emphasizing the pedestrian experience (walkability).

6.3 Design standards should “enhance public safety and create inviting streets and public places for people” (ReImagine Reno Master Plan GP 3.2).

6.4 The Design Manual should contemplate that the infrastructure may at various times be used for business promotions, festivals, parades, and other activities.

Principle 7.0 Design standards should support and implement the community vision

7.1 The Design Manual should implement the community vision as set forth in the ReImagine Reno Master Plan, the Downtown Action Plan, and the ULI Virginia St Corridor Advisory Services Panel Report.

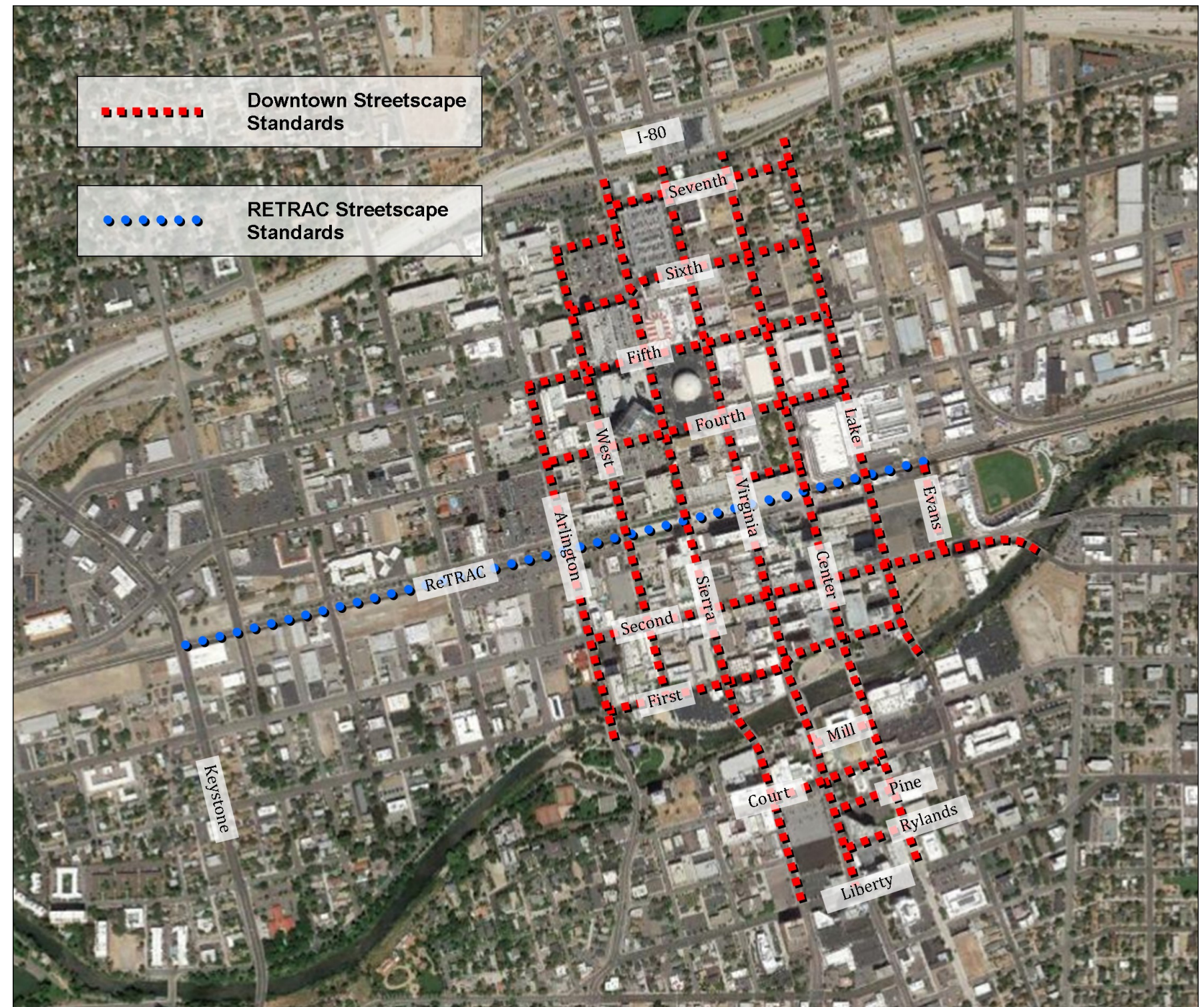
Streetscape Implementation

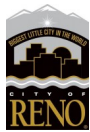
The City of Reno Department of Public Works is responsible for approving and maintaining all improvements within a public right-of-way, but may at times designate some or all of its responsibilities to other Departments or entities. Regardless, the Public Works Director reserves the right to determine the appropriateness of any proposed improvement to a public right-of-way designated within this design manual

Plan Submittal

The owner or developer of any property adjacent to a section of

Figure 01 — Downtown Streetscape Design Manual Boundary Map





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Figure 02 — Special Events Corridor Map



public right-of-way located within or under the boundary line contained in the Downtown Streetscape Design Manual Boundary Map shall construct all of the applicable improvements as set forth in the Design Manual:

1. Whenever new construction is proposed on a vacant or demolished site.
2. Whenever more than 50% of a site or total building floor area is reconstructed or remodeled.

3. Whenever the City, County, Regional Transportation Commission, State of Nevada, or other governmental entity conducts a complete reconstruct of a roadway and implements a “dig once” policy.

Furthermore, the standards set forth herein shall apply to both sides of any section of right-of-way located within or under the boundary line contained within the Downtown Streetscape Design Manual Boundary Map except as follows:

1. Both the east and west side of Arlington Avenue shall be improved with the future West Fourth Streetscape standards, unless no such standard is adopted by July 01, 2020, in which case the standards within this document shall apply. **Any project subject to the standards within this document along Arlington Avenue that is proposed prior to July 01, 2020, shall bond for improvements equal to the standards set forth in this manual, but construct to the West Fourth Streetscape standards if they are adopted, or to the standards in this manual if they are not.**
2. It is acknowledged that bridges have additional physical constraints beyond a typical road cross section; therefore all bridges located within or under the boundary line contained in the Downtown Streetscape Design Manual Boundary Map shall conform to the streetscape standards to the extent reasonably possible.
3. Special Events Corridor Improvements, if adopted, shall be constructed on both sides of a right-of-way designated on the Special Events Corridor Map

Variances

The **City Engineer**, in consultation with the Redevelopment Agency Manager, may grant a variance from any standard set forth in the Design Manual if all of the following conditions are met:

1. The hardship condition must not be self-created or self-imposed (it can not be the result of the project design); and

2. The hardship condition must have existed prior to the creation of the project or be the result of a superseding requirement of the City or other governmental agency (it is pre-existing or is the result of conflicting regulations); and
3. The alternative design must meet the intent and functionality of the adopted standard; and
4. The alternative design must be of equal- or higher-quality materials than the adopted standard.

Conflicts and Ambiguities

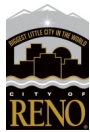
When reviewing and approving any proposed streetscape design, the emphasis shall be on pedestrian safety and access. Any conflicts or ambiguities shall be evaluated based on the seven (7) guiding principles of the Downtown Streetscape Manual.

Desired Outcome

As previously stated, the primary purpose of the Downtown Streetscape Design Manual is to create a physical environment that is conducive to positive public activity, including both daily and special events. As part of the design process, the technical team researched existing streetscape configurations in similar communities, particularly in the Intermountain West. Images from those communities that represent the committee’s vision for Reno are found on this and subsequent pages.

Pedestrian Activation

Both the Stakeholder and Technical committees emphasized the importance of activating sidewalk space with pedestrian, commercial, and special event activities. The City has an existing program that allows the owners or tenants of adjoining properties to lease sections of the public right-of-way (sidewalk and/or street) for outdoor dining, parklets, and similar activities that enhance the pedestrian experience. Members of the technical committee identified the importance of making such improvements temporary and moveable, in order to accommodate special events and to prevent permanent damage to sidewalks and other infrastructure.



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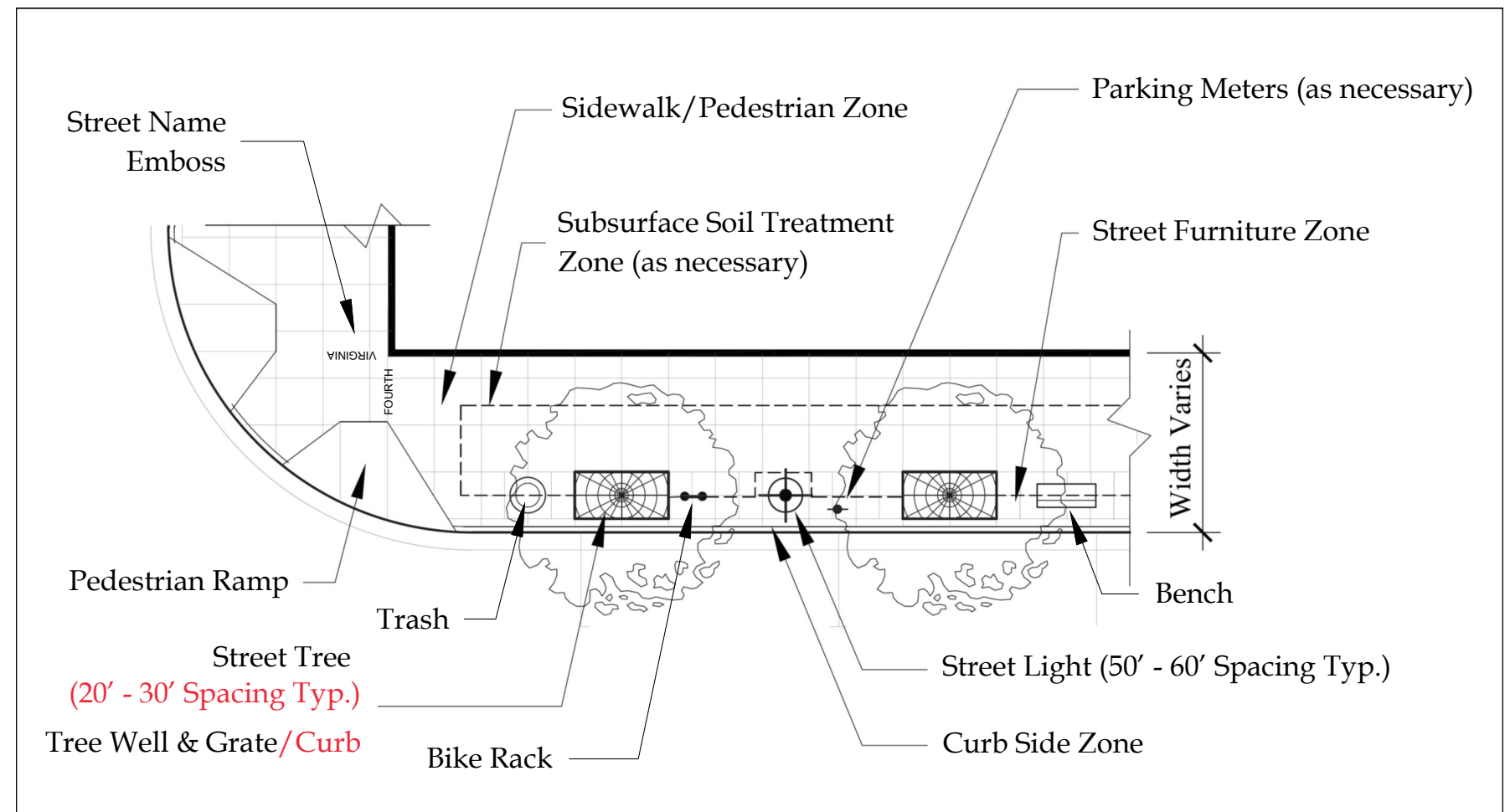
Streetscape Design Details

All improvements shall be constructed in accordance with all applicable City of Reno construction standards, except as they may be modified herein. A list of the details specific to this Design Manual are found in the Appendix. Construction and design details may be periodically updated or otherwise modified in accordance with the process set forth in Reno City Ordinances. All plans shall incorporate the most current version of any applicable design/construction detail, except in limited circumstances where it is determined by the City Engineer that a previous standard is appropriate to repair or complete existing improvements.

General Site Standards

1. Sidewalks shall have a minimum 6' wide unrestricted pedestrian travel way at all points. Street furniture, light poles, hydrants, utility boxes, and any other elements or features shall be designed and installed in such a way as to preserve the minimum unrestricted pedestrian travel way.
2. Landscaping shall be selected and installed in accordance with the appropriate design details listed in this manual based on location, solar exposure, available planting space, street function, and other site specific factors.
3. Street trees shall be selected from the approved City of Reno tree list given the sidewalk width, solar exposure, available canopy area, and related site specific elements.
4. Tree wells shall be generally centered between, and inline with, street lights to maximize light coverage.
5. Streetlights shall be installed at intervals of 50-60' and inline with tree wells.
6. Street furniture shall be installed in accordance with the appropriate design details listed in this manual based on location, available installation space, street function, and other site specific factors.

Figure 03 — Typical Street Configuration

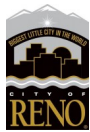


7. Significant art features and related decorative elements shall be reviewed and approved based on the location, available installation space, street function, a review by the Arts and Culture Commission, and other site specific factors.
8. Special Events Corridors may include improvements unique to those areas. Furthermore, the City or its agent may install optional infrastructure such as fencing, event power pedestals, safety barricades, or lighting in conjunction with the standard infrastructure required of a developer or property owner. A non-exclusive list of additional infrastructure is found in the *Downtown Specific Infrastructure Details* section.

9. A streetscape configuration shall be generally consistent for the entire length of the block, except as necessary to address site specific anomalies and to address microclimate issues such as solar exposure and soil volume.

Future Aspirations

During the 2019 update several concepts and proposals were researched and discussed but require additional consideration before adopting. It is anticipated that some or all of these concepts may be adopted in the future. Any such approval would be included in the Appendix and carry the same weight as if adopted in



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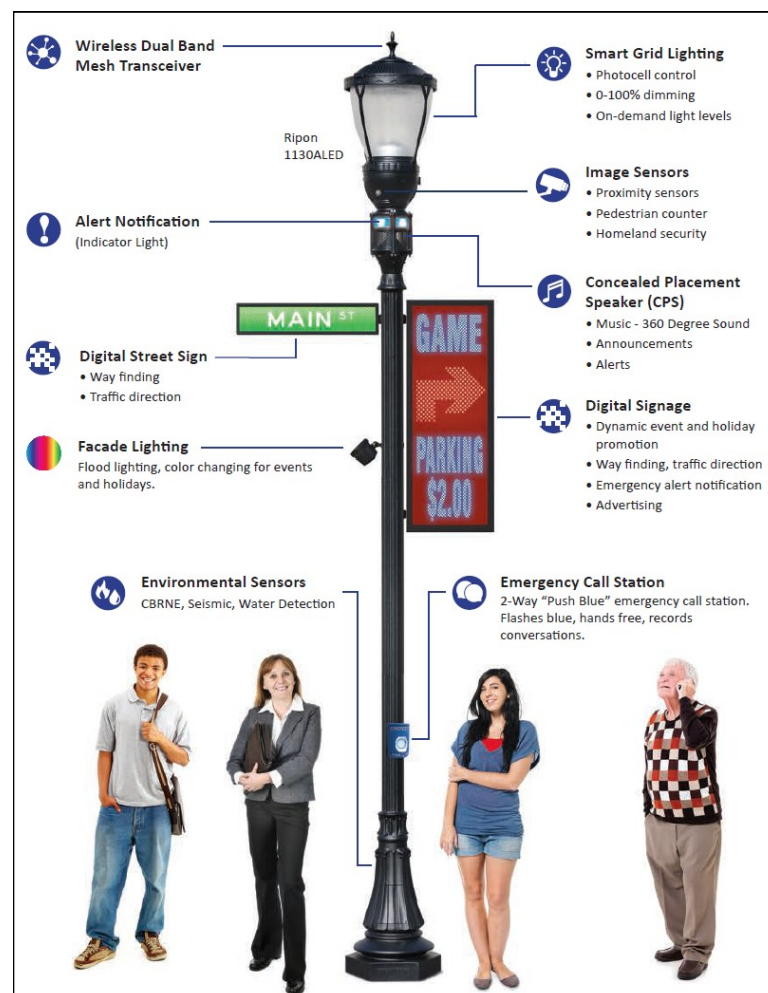
the original text.

Technology

There was general consensus amongst the various groups and participants that the study area would benefit greatly from enhanced technology infrastructure, including expanded fiber, special event wi-fi, small cell sites, and high tech streetlights. As part of this discussion, several variations on the existing Public Works data conduit design detail were created, which if implemented would effectively double the amount of conduit space available and make possible the installation of these devices. However, it was

Figure 04 — “Smart” Street Light Concept

Image Courtesy of Sternberg Lighting Company



determined that that such an effort should entail an independent funding and implementation plan.

Special Events

Both the technical and stakeholder committee members supported the concept of installing infrastructure specific to special events, including: event power pedestals, event surveillance equipment, automatic bollards, wifi, and digital messaging signs. However, as with the data conduit concept, it was expressly understood that such infrastructure would be designed, installed, and funded independently of the Streetscape Design Manual.

“Streateries”, Parklets, and other Public/Private Spaces

Certain sections of Downtown have sidewalks that are larger than necessary to meet typical pedestrian demand. Other communities such as Seattle, WA, and Boise, ID, have programs that allow adjacent property owners and commercial businesses to lease a portion of the public sidewalk and/or street for pedestrian scale improvements, frequently referred to as streateries and parklets. The technical and stakeholder committees recommend that City of Reno establish a robust program for allowing and permitting such uses in appropriate locations.

Figure 05 — “Streaterly”, Boise, ID



Placemaking

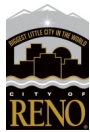
In addition to the approved placemaking details contained herein and existing public art programs, there was substantial discussion regarding **placemaking** efforts in other communities. There was general consensus that the City should explore additional opportunities to integrate unique art into the Downtown area.

Revised Tree List

In conjunction with the Downtown Streetscape revision process, the **Reno Urban Forestry Commission** drafted and prepared a revised tree species list which categorizes trees by canopy and root volume. This is substantially in response to the poor condition or loss of many trees in the Downtown area and the cost of repairing and replacing damaged sidewalk due to root growth. This list is applicable to development throughout the City and therefore needs to be approved independently from this manual.

Suspended Paving and Alternate Soil Treatments

The Committee also recommended further research on alternative tree subsurface soil treatments, including suspended paving systems. The Washoe County Regional Transportation Commission is currently installing a suspended paving system as part of the Virginia Street corridor improvements, and the Nevada Chapter of the American Society of Landscape Architects have proposed two different subsurface soil treatments that would accomplish similar results. The recommendation is to further evaluate the cost-benefit of a suspended paving design and other alternatives in conjunction with the revised tree species list proposed by the **Reno Urban Forestry Commission**.



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Appendix

Adopted Downtown-Specific Infrastructure Details

Art

- Art Feature: As approved by **City Engineer** and Arts and Culture Committee

Street Furniture

- Bench: As approved by **City Engineer** and Redevelopment Agency
- Bike Rack: COR XXXX or alternate approved by **City Engineer** and Arts and Culture Committee

Infrastructure

- Sidewalk: COR R-104B
- Colored Concrete: COR R-104H
- Expansion and Control Joints: COR R-104I
- Corner Street Name Stamping Detail: COR XXXX
- Tree Wells: COR XXXX, or XXXX as applicable
- Tree Drip Irrigation System: COR XXXX as applicable
- Street Lights: COR R413C, R413D, as applicable
- Tree Species: Approved COR Tree List

ReTRAC Corridor

- All Improvements: Per Redevelopment District No 1 Streetscape Master Plan (Amended)